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## General Information

Location: BROWNFIELD TX USA  
ICAO: KBFE  
Lat/Long: N33° 10.39', W102° 11.57'  
Elevation: 3265 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +6:00 = UTC  
Magnetic Variation: 9.0° E  
Sectional Chart: Albuquerque

Fuel Types: 100 Octane (LL), Jet A  
Customs: No  
Airport Type: IFR  
Landing Fee: No  
Control Tower: No  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes

Sunrise: 1223 Z  
Sunset: 0115 Z

## Runway Information

Runway: 02  
Length x Width: 5218 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 3256 ft  
Lighting: Edge, Pilot controlled

Runway: 13  
Length x Width: 2765 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 3262 ft

Runway: 20  
Length x Width: 5218 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 3265 ft  
Lighting: Edge, Pilot controlled

Runway: 31  
Length x Width: 2765 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 3262 ft

## Communication Information

ATIS: 125.300 Secondary

AWOS: 118.075 Secondary

Terry Co UNICOM: 122.800 CTAF PCL

Lubbock Approach: 119.900 Secondary

Lubbock Approach: 119.200

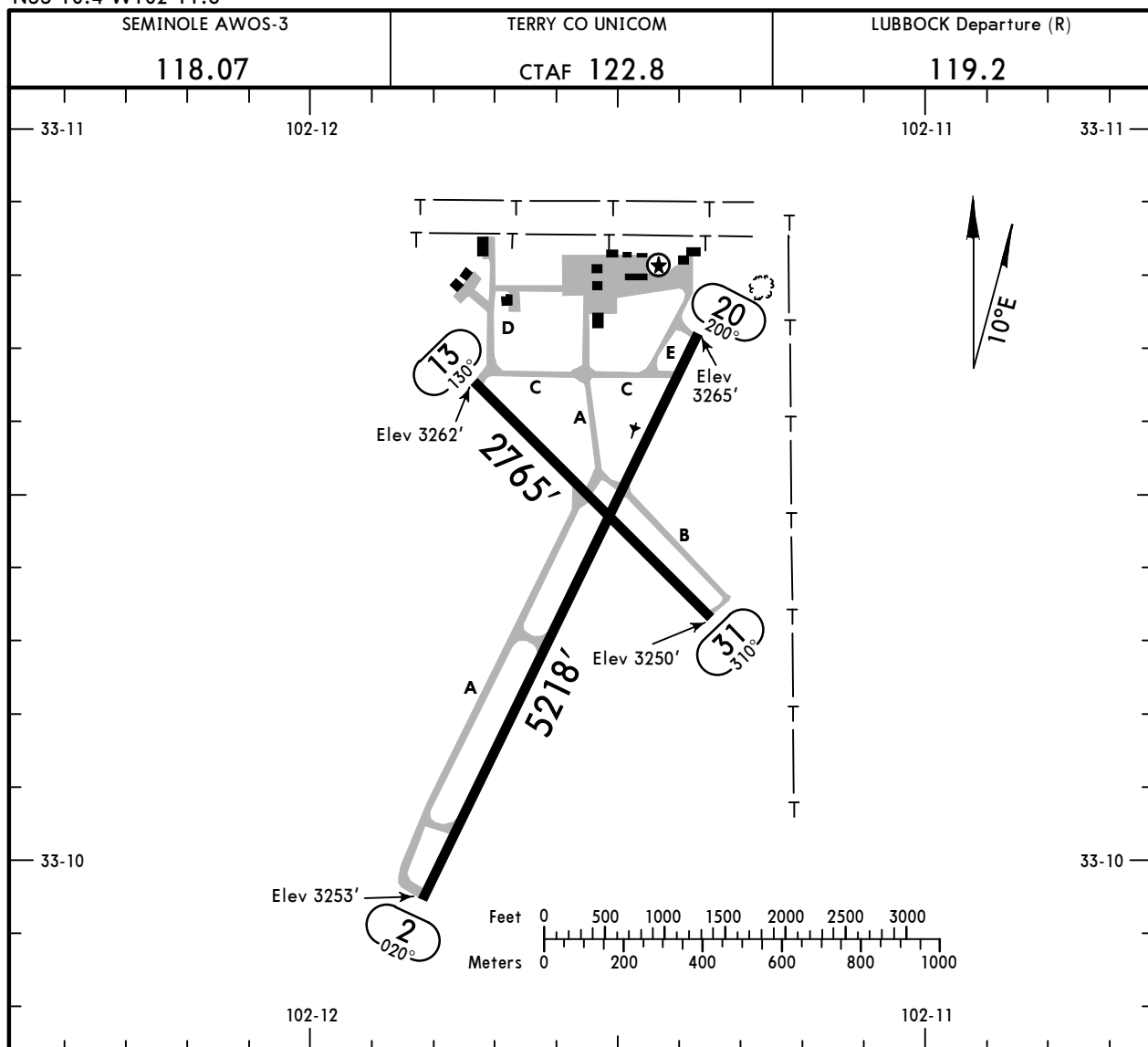
Lubbock Departure: 119.200

Lubbock Departure: 119.900 Secondary

**KBFE**  
 Apt Elev **3265'**  
 N33 10.4 W102 11.6

**JEPPESEN**  
 10 OCT 14 **(10-9)**

**BROWNFIELD, TEXAS**  
 TERRY CO



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
2 20				75'
13 31				75'

① Preset low intensity; increase intensity on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwy's				
	Adequate Vis Ref	STD	A	NA
1 & 2 Eng	1/4	1	B	
3 & 4 Eng		1/2	C	
			D	

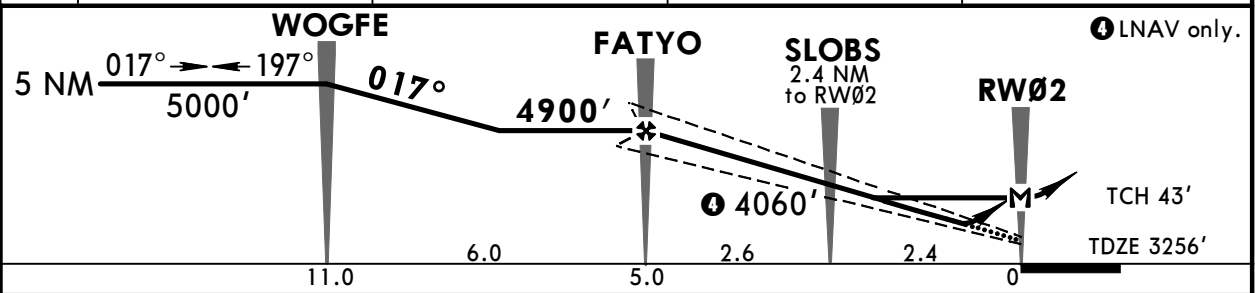
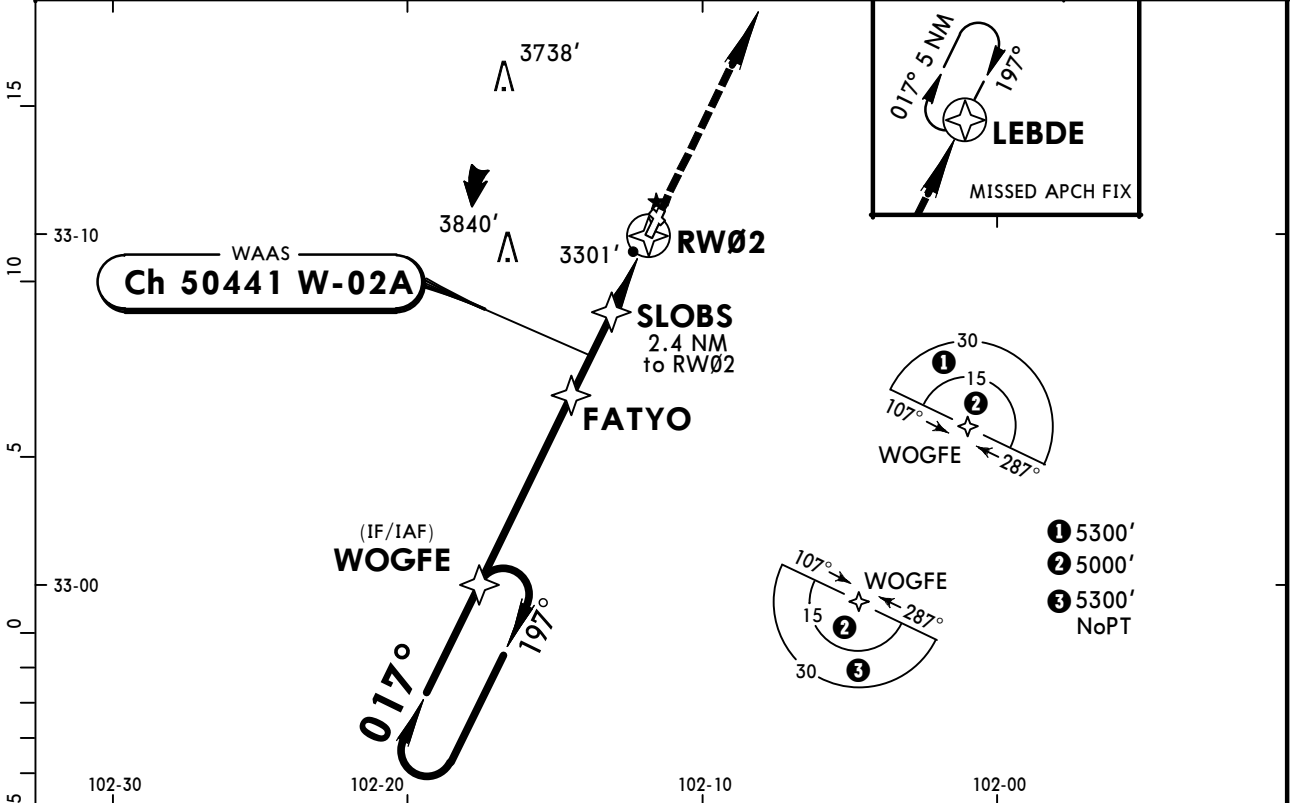
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**KBFE**  
TERRY CO

**JEPPESSEN**  
23 MAR 18 (12-1) Eff 29 Mar

**BROWNFIELD, TEXAS**  
**RNAV (GPS) Rwy 2**

LUBBOCK Approach (R) <b>119.2</b>				TERRY CO UNICOM CTAF <b>122.8</b>	
WAAS <b>Ch 50441</b> W-02A	Final Apch Crs <b>017°</b>	Minimum Alt <b>FATYO</b> <b>4900'</b> (1644')	LPV DA(H) (CONDITIONAL) <b>3589'</b> (333')	Apt Elev 3265'	TAA 30 NM IAF
<b>MISSED APCH: Climb to 5200' direct LEBDE and hold.</b>					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Circling Rwy 13, 31 not authorized at night. 2. Use Lubbock altimeter setting (ASOS 125.3); if not received, use Seminole altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV not authorized. 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	5200'	LEBDE	
Glide Path Angle	3.00°	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW02										

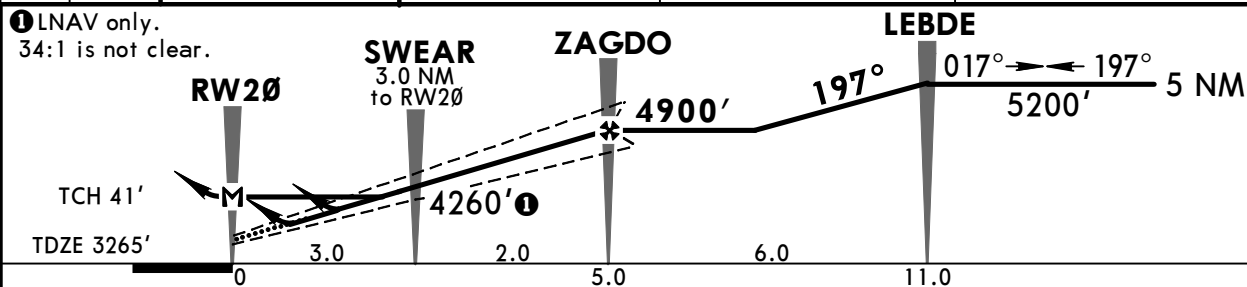
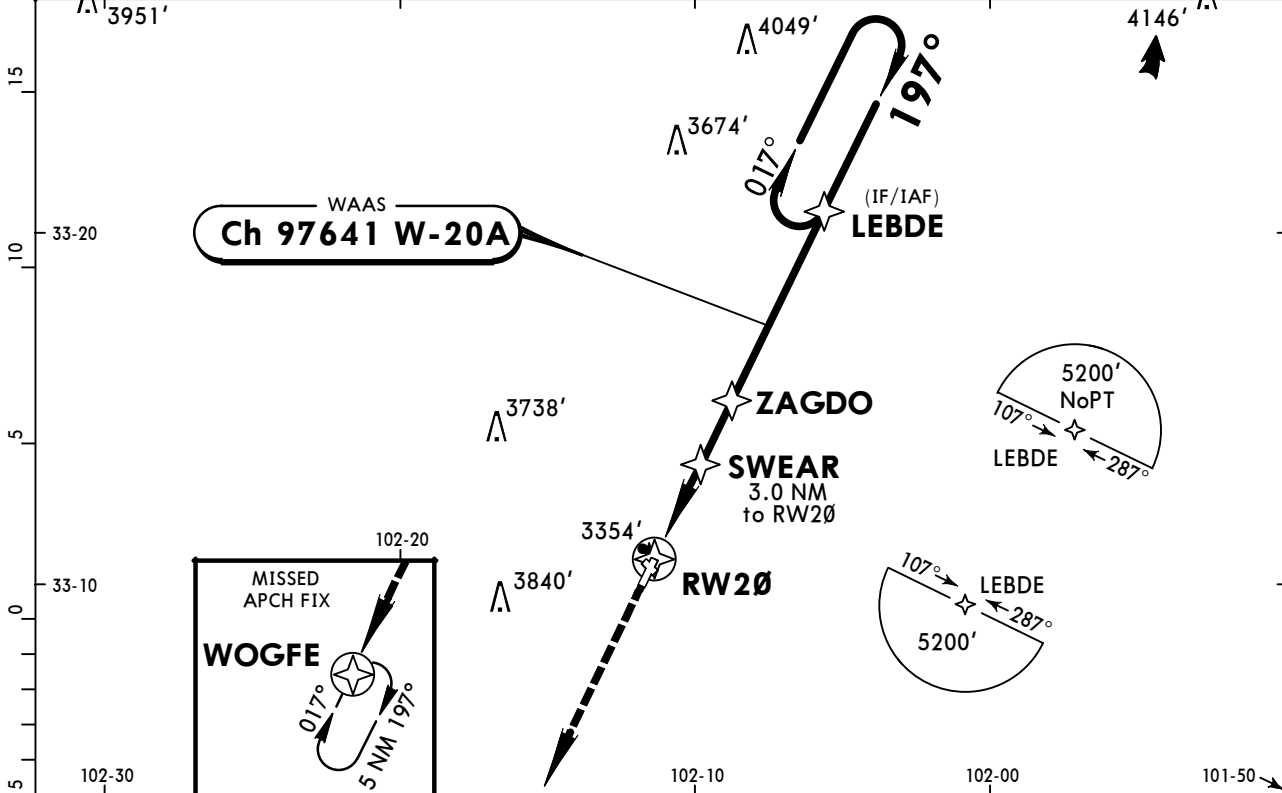
TERPS				STRAIGHT-IN LANDING RWY 2 With Lubbock Altimeter Setting			CIRCLE-TO-LAND With Lubbock Altimeter Setting		
	LPV DA(H) 3589' (333')	LNAV/VNAV DA(H) 3589' (333')	MDA(H) 3640' (384')			Max Kts	MDA(H)		
A						90	3760' (495') -1		
B	1	1	1			120	3920' (655') -1		
C			1 1/8			140	3980' (715') -2		
D						165	4100' (835') -2 3/4		
				With Seminole Altimeter Setting			With Seminole Altimeter Setting		
	LPV DA(H) 3600' (344')	LNAV/VNAV DA(H) 3600' (344')	MDA(H) 3660' (404')			Max Kts	MDA(H)		
A						90	3780' (515') -1		
B	1	1	1			120	3940' (675') -1		
C			1 1/8			140	4000' (735') -2		
D						165	4120' (855') -2 3/4		

**KBFE**  
TERRY CO

**JEPPesen**  
23 MAR 18 (12-2) Eff 29 Mar

**BROWNFIELD, TEXAS**  
**RNAV (GPS) Rwy 20**

LUBBOCK Approach (R) <b>119.2</b>				TERRY CO UNICOM CTAF 122.8	
WAAS <b>Ch 97641</b> W-20A	Final Apch Crs <b>197°</b>	Minimum Alt <b>ZAGDO</b> <b>4900'</b> (1635')	LPV DA(H) (CONDITIONAL) <b>3598'</b> (333')	Apt Elev 3265'	TAA 30 NM IAF
<b>MISSED APCH: Climb to 5200' direct WOGFE and hold.</b>					
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000'					
1. Circling Rwy 13, 31 not authorized at night. 2. Use Lubbock altimeter setting (ASOS 125.3); if not received, use Seminole altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV not authorized. 5. Rwy 20 helicopter visibility reduction below 3/4 SM not authorized. 6. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW20										

TERPS				STRAIGHT-IN LANDING RWY 20 With Lubbock Altimeter Setting			CIRCLE-TO-LAND With Lubbock Altimeter Setting		
	LPV DA(H) <b>3598'</b> (333')	LNAV/VNAV DA(H) <b>3618'</b> (353')	LNAV MDA(H) <b>3700'</b> (435')				Max Kts	MDA(H)	
A							90	<b>3760'</b> (495') -1	
B	1	1	1				120	<b>3920'</b> (655') -1	
C			1 1/4				140	<b>3980'</b> (715') -2	
D							165	<b>4100'</b> (835') -2 3/4	
TERPS				With Seminole Altimeter Setting			With Seminole Altimeter Setting		
	LPV DA(H) <b>3609'</b> (344')	LNAV/VNAV DA(H) <b>3629'</b> (364')	LNAV MDA(H) <b>3720'</b> (455')				Max Kts	MDA(H)	
A							90	<b>3780'</b> (515') -1	
B	1	1	1				120	<b>3940'</b> (675') -1	
C			1 3/8				140	<b>4000'</b> (735') -2	
D							165	<b>4120'</b> (855') -2 3/4	

### Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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**BROWNFIELD, TX (TERRY CO - KBF)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBFE

### Chart Change Notices for Country USA

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

**Type:** Gen Tmnl

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

MALSRL & SSALRL RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSRL and SSALRL approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSRL or SSALRL approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.